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INFORMATION REPORT

REPORT

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COUNTRY Hungary

CONFIDENTIAL

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SUBJECT Danube River Ports

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**SUPPLEMENT TO
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1. G3nv4/Gv8r

- a. The bridge over the Danube opposite Győr, known as the Medve bridge, was built in 1941-1942; it is twelve km. upstream from Gönyű and is a road bridge. It is an iron structure and rests on two concrete piles. The roadway is ten meters wide.
- b. At Gönyű there is almost no traffic. Grain, which is loaded, and raw materials for the Győr rail-truck factory, which are unloaded, make up the main traffic at Győr.
- c. Győr has one mobile crane on the quayside tracks which is capable of lifting from three to five tons. There is one grain warehouse which is two stories high and has an elevator.

2. Комментар

There is a maze of railroad tracks (from six to eight) running parallel with the river bank in Hungarian Komarom. Bauxite is unloaded from the rail-trucks into barges. There is no stone quay.

3. Refinery Port (Füzitő or Szőny)

- a. Twelve km. downstream from Komárom, on the Hungarian bank, is a small oil refinery known as Füzitő.* The refinery stands near the river and is connected by pipeline with the oilfields.
- b. There is a single pump on the riverbank for piping oil into a waiting barge. Only one barge can lie in at a time and, on an average, five barges load benzine (and occasionally crude oil) for Budapest weekly.

4. Dorog Port

- a. Between Komárom and Esztergom and north of Dorog, an overhead rope railway runs down to the river. Coal is tipped straight from dogs on this railway into barges waiting below. The railway operates day and night and, on an average, six barges are loaded every twenty-four hours.

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b. The coal is taken to the Manfred Weiss works in Budapest.

5. Szob

This is merely a customs station; there is no goods traffic.

6. Vac

Here there is a built-up quay alongside which runs a single-track railway. The quay is approximately three hundred meters long and can accommodate four barges at a time. At the eastern end is a passenger landingstage. The only traffic here is in coal, which is unloaded by laborers from the prison at the western end of the quay (sic).

7. Budapest (from North to South)

a. The Obuda Port

- 1) There are a drawbridge and a pontoon bridge at the port.
- 2) There is a floating dock in the port which was sunk during the Second World War at Aggsbach, Lower Austria, and subsequently raised by the Russians and taken to Budapest. It can accommodate craft up to the size of the Stalingrad (formerly the Ostmark).
- 3) In late 1949 two piles and some superstructure had already been installed for a new bridge linking Obuda with the east bank. The bridge appeared then to be assuming the same form as the Margithid, with a span peeling off to the Margitsziget.
- 4) Repairs are being carried out only on the two small wharves on the east bank of the northern winter harbor. There is a built-up quay here at which paper and wood are unloaded for the cellulose factory.
- 5) Three barges can lie in simultaneously to the Czech station on the east bank opposite Margitsziget. There are two mobile cranes here of three to five tons capacity.
- 6) An emergency bridge has been laid across the river between the parliament houses and the Chain Bridge.
- 7) The Erzsebethid has been rebuilt and the ruins of the Horthy Miklos Hid largely cleared away.

b. The Dub Port

- 1) The Dub Port lies on the east bank between the Horthy Miklos Hid and the Vasuti Hid. It boasts seven to eight parallel railroad tracks, four mobile cranes and two fixed cranes, the latter of over five tons capacity. There are also five or six warehouses.
- 2) The goods chiefly handled here are grain, salt and machinery.
- 3) Three barges can lie in at a time to discharge barley in the coffee port on the west bank opposite the apex of Csepel Island.

c. The Vammentes Harbor (Csepel Island)

- 1) Running parallel with the quay on the west and north sides of the harbor are three railroad tracks, on the northeast angle four, and on the east and south only one.
- 2) On the west are three warehouses and three mobile cranes. Barges tying up here usually discharge pyrites.

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- 3) From the northeast edge of the harbor through the northeast angle and out to the eastern end there are three two-story warehouses with four mobile cranes, one single-story warehouse, one four-story grain storehouse with elevator and five two-story grain warehouses with six mobile cranes.

d. The Kik8t8 Port

- 1) Four tanker barges can lie in simultaneously at the north and south banks of the Kik8t8 and discharge oil into the shore tanks.
- 2) On the north bank are six to eight small storage tanks of twenty thousand tons capacity and one tank of forty-five thousand tons capacity. On the south bank are six tanks of twenty thousand tons capacity.

e. The Manfred Weiss Complex

- 1) Three barges can lie in together to the Manfred Weiss northern quay and three to the southern quay. There two sections of the quay are vertical and are split in the middle by a sloping section designed for the handling of very heavy goods. Here one barge only can lie in at a time.
 - 2) There are three mobile cranes on the southern quay, none on the northern and one heavy fixed crane on the central section. Coal is unloaded on the southern quay, light goods on the northern and heavy goods are loaded and discharged at the central section.
- f. Both the Manfred Weiss complex and the Vammentes and Kik8t8 are surrounded by a fence with one gate through which admission is granted only to special pass holders.
- g. Paper and cellulose are unloaded at the landing stage in front of the Budafok barracks opposite Manfred Weiss on the west bank of the Danube.

8. Dunaföldvár

- a. There is no quay at Dunaföldvár. Three landing stages have been run out from the bank to assist in the loading of grain into the barges.
- b. There are two grain storage sheds (twenty by thirty meters each) and a double-tracked railway runs parallel to the quay (sic). There is also an agency building with a landing stage for passenger traffic.

9. Paks

At Paks there is a sloping quay, 350 meters long. Six barges can tie up at a time. There is only one building, the shipping agency. Some grain is loaded there. There are no railroad tracks and the grain is brought by cart and truck.

10. Kalocsa

- a. There is a pontoon bridge over the river opposite Kalocsa. The middle pair of pontoons is opened for barge through-traffic from 0900 to 1200 and from 1500 to 1800 hours.
- b. The former DDSG agency serves as a warehouse for small goods consignments.
- c. A field railway runs down from the Kalocsa mill to a grain warehouse at the southern end of the port area; grain is unloaded and flour loaded here.

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- d. Five km. downstream from the port area is a dead arm of the Danube. A canal is being dug from the head of this arm to a new iron works under construction on the southern outskirts of Kalocsa. Work on the canal was begun in mid-1949 and three excavators are at work.

11. Baja

- a. The road and single-track railway bridge over the Danube opposite Baja is ten meters wide.
- b. A siding from the railway runs down alongside the four-hundred meter sloping quay as far as the shipping agency.
- c. At the southern terminus of this siding is a pump for piping oil from tankers onto railway tank cars. Only one tanker barge can lie in at a time.
- d. Six barges can lie in at the northern part of the quay. Traffic here is mostly connected with the loading of grain. There is a three-story grain warehouse with an elevator behind the railroad tracks at the northern end of the quay.

12. Mohacs

- a. On the west bank at the northern end of the port area is a coal refuelling bunker. The coal comes by rail from Pecs and is unloaded from the railroad tracks above the bunker. Ten barges can lie in at a time to refuel.
- b. A single railroad track swings south from the Pecs line alongside the river south of the bunker. Three barges can tie up here and load grain. 50X1-HUM
- c. a bridge is to be constructed across the Danube at the location of the present motorboat, pedestrian, and cart ferry. No clearing or construction work has, however, as yet taken place. The ferry can carry a maximum of thirty tons.
- d. At the southern end of the port area is the customs and police inspection station for ships entering and leaving Hungary.

* Comment: This may be Almasfüzitő.

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